



Airworthiness Directive

AD No.: 2014-0272R1

Issued: 31 July 2025

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS S.A.S.

Type/Model designation(s):

A300 and A300-600 aeroplanes

Effective Date: Revision 1: 14 August 2025
Original issue: 29 December 2014

TCDS Number(s): EASA.A.172

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2014-0272 dated 12 December 2014.

ATA 57 – Wings – Frame 40 Lower Junction Fastener Holes – Inspection

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A300 and A300-600 aeroplanes, all models, all manufacturer serial numbers.

Definitions:

For the purpose of this AD, the following definitions apply:

None.

Reason:

Following the A300-600 Extended Service Goal (ESG2) exercise, specific inspections for cracks were performed in fittings of frame (FR) 40, in areas not covered by any existing task. Findings were identified on an A300-600 aeroplane withdrawn from service in the lower tension bolt area at rib one junction (both sides).

This condition, if not detected and corrected, could lead to crack initiation, affecting structural integrity of the aeroplane.



To address this potential unsafe condition, an inspection programme was developed for the fitting around the fastener holes located at FR40 lower wing junction, left hand (LH) and right hand (RH) sides and Airbus issued Airbus Service Bulletin (SB) A300-57-0257 and SB A300-57-6115, as applicable to aeroplane type and model, and EASA issued AD 2014-0272 to require repetitive High Frequency Eddy Current (HFEC) inspections and rototest inspections of the fitting around the fastener holes located at FR40 lower wing junction and, depending on findings, accomplishment of a repair for A300, A300-600 and A300-600ST aeroplanes.

Since EASA AD 2014-0272 was issued Airbus introduced new inspections scheduled for A300-600ST aeroplanes, and EASA published AD 2025-0168 taking over and amending the requirements for those aeroplanes.

Consequently with the issuance of AD 2025-0168, this AD is revised to remove A300-600ST aeroplanes from the Applicability.

Required Action(s) and Compliance Time(s):

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

- (1) Within 1 000 flight hours (FH) after 29 December 2014 [the effective date of the original issue of this AD], and, thereafter, at intervals not to exceed 1 000 FH, accomplish a HFEC inspection of fasteners 1 to 3 at FR 40 lower junction, LH and RH sides, and of the fitting around the fastener holes in accordance with the instructions of Airbus Service Bulletin (SB) A300-57-0257 or SB A300-57-6115, as applicable to aeroplane model.
- (2) If, during any HFEC inspection as required by paragraph (1) of this AD, any crack is found, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly.
- (3) Within 36 months after 29 December 2014 [the effective date of the original issue of this AD], remove fasteners 1 to 3 at FR40 lower junction, LH and RH sides, measure the diameter of the fastener holes and, before next flight, accomplish the actions specified in Table 1 of this AD, as applicable depending on measurement results, in accordance with the instructions of Airbus SB A300-57-0257 or SB 300-57-6115:

Table 1: Actions following Measurement of Fastener Holes

Measurement Results	Corrective Actions
One or more hole diameters are outside the tolerance of the nominal diameter <u>and</u> are outside the tolerance of the first and second oversize.	Contact Airbus for approved repair instructions and accomplish those instructions accordingly.
All hole diameters are within the tolerance of the nominal diameter or the first or second oversize.	Accomplish a rototest inspection of the fastener holes at FR40 lower junction, LH and RH sides.



- (4) Accomplishment of a rototest inspection on an aeroplane, as required by paragraph (3) of this AD, constitutes terminating action for the repetitive HFEC inspections as required by paragraph (1) of this AD for that aeroplane.
- (5) If, during the rototest inspection as required by paragraph (3) of this AD, any crack is found, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly.
- (6) If, during the rototest inspection as required by paragraph (3) of this AD, no crack is found, before next flight, install new fasteners of the same diameter in special clearance fit for fasteners 1 to 3 at FR40 lower junction, LH and RH sides, and, thereafter, at intervals not to exceed 7 000 flight cycles, repeat the rototest inspection in accordance with the instructions of Airbus SB A300-57-0257 or SB A300-57-6115.
- (7) If, during any rototest inspection as required by paragraph (6) of this AD, any crack is found, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly.

Ref. Publications:

Airbus SB A300-57-0257 original issue dated 04 April 2014.

Airbus SB A300-57-6115 original issue dated 04 April 2014.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. The original issue of this AD was posted on 30 April 2014 as PAD 14-077 for consultation until 28 May 2014. The Comment Response Document can be found at <http://ad.easa.europa.eu>.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.



5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – EIAW (Airworthiness Office)
E-mail: continued.airworthiness-wb.external@airbus.com.

